

BLAST IN SUBWAY WRECKS BUILDING

Explosion of Big Charge of
Dynamite Splits Lexington
Avenue Structure.

CUTS WALL IN HALVES

Inspectors, Who Expel Tenants,
Find Shattered Boulder, Far
Down in Earth, Un-
settled Foundations.

A giant blast of dynamite in the tunnel of the Lexington avenue subway, at 120th street and Lexington avenue, yesterday evening so badly shattered the foundation of a four story office building at No. 1944 Lexington avenue that, following a consultation of city officials, the building was condemned for fear of its falling.

The building stands on the route of the subway now being built along Lexington avenue. During the last two months there has been much dynamite blasting nearby, and it has been the duty of one of the inspectors of the McMillen, Sear & Triest Company, of No. 121 East 123d street, who are building Section 13, to go about the neighborhood and inspect the buildings after each blast.

Last evening one of the foremen examined the building at No. 1944 and noted that there was a wide crack running down the east wall from the roof to the ground. He immediately notified Robert Ridgway, chief engineer of the Public Service Commission, First District, who in turn called up Guy W. Coughlin, assistant chief inspector of the Building Department. Together they examined the structure and decided that it was necessary for the safety of the public to condemn it.

It was discovered later that a huge boulder, far down in the subway, had partly supported the office building, but had been split and weakened by the blast set off during the afternoon. After the building had been vacated the police ordered the motormen of the Lexington and Broadway surface line to operate their cars at as great a rate of speed as possible when passing the building.

PRIESTS SEARCH FOR LIVING

Seek Victims in Darkness to
Give Last Rites of Church.

Father McQuade, of St. Patrick's Cathedral, said he was in the rectory of the church when the call came telling him of the accident. He went straightway to the mouth of the shaft, where he met Fathers McCormick and Donovan. They were let down the shaft into the dark, from whence there came to their ears the moans of the men pinned down by the rock.

There was little light at the bottom of the shaft, but the priests groped about trying to reach the men whose voices they could hear, so that they might administer the last rites of the Church. Father McCormick fairly stumbled across the mangled body of one worker, but the man was dead.

Indeed, the priests and the members of the rescue party found that almost all the men whom they reached had died in the crash. One man, who was badly crushed, was thought to be dead, but as he was lifted out of the bucket at the shaft mouth he turned to Father McQuade and muttered, "Take this off me." Seemingly he still imagined that he was pinned down by the mass of rock which had just been lifted from his chest.

The priests who were asked to give their opinion of the accident, as they were among the first to go down the shaft after the crash, said that if it was not within their function to fix blame, and that they had sought simply to do the duty required of them by their Church.

DOG'S PRANK DELAYS SHIP

Also, Mrs. Egger, Who Found
Jewels, Had to "Show" Purser.

Mr. Medehen, purser of the Red Star liner Zealand, was not born in Missouri. Nevertheless, he "has to be shown," because he was born in Antwerp, where Belgians frequently take a day off to investigate a trifle. He "had to be shown" yesterday when the Zealand sailed, and it took so long to show him that the vessel left fifteen minutes late.

Mrs. J. E. Egger, of Pittsfield, Mass., was a passenger on the vessel, and Mrs. A. E. Lehman, of Philadelphia, had come aboard to bid her good-by. When the time for parting was at hand Mrs. Egger walked to the gangplank with her friend. As the gangplank was hauled ashore Mrs. Egger missed her handbag, which contained \$5,000 in cash and jewels. She told of the loss to Mr. Medehen, and presently the chief steward came along with the lost handbag. Mrs. Lehman's French poodle, Scotty, had picked up the bag, and was caught with it as he ran ashore.

"That is my bag," explained the owner. "How can you prove it?" asked the dubious purser.

Opening the bag, the only thing he found besides the jewels and cash was the visiting card of Mrs. Lehman.

"That is not you, eh?" asked the purser.

"No," replied Mrs. Egger. "She is a friend of mine who is now on the pier."

"We must see her," observed the purser, calmly.

Within fifteen minutes Mrs. Lehman had been brought aboard. Mrs. Egger identified the bag restored and the vessel put under way.

TO ABOLISH CROSSINGS

P. S. C. Protests Against Bad
Grades on L. I. Railroad.

Travis H. Whitney, secretary to the Public Service Commission, forwarded a letter to Governor Sulzer yesterday on behalf of the commission, urging that he use his influence with the Legislature to have set aside an appropriation sufficient to eliminate grade crossings on the Atlantic avenue division of the Long Island Railroad from Flatbush avenue to Jamaica.

Twenty-three accidents, it is said, have occurred at these crossings since the commission began its work. In 1907 there were fourteen violent deaths during the period beginning with the birth of the commission in that year, seven cases of injury and a number of collisions with wagons.

The company, the commission says, is willing to share the expense of the improvements.

DOZEN KILLED IN SUBWAY CAVE-IN

(Continued from first page.)

rocks and beams that pinned some of the men down.

Coroner Holtzhauser, after coming to the surface for a breathing space, said that if the shoring had been properly put up the accident would never have happened. There was an interval between the top of the shoring and the roof of the tunnel excavation, the Coroner said, that permitted the huge mass of rock to fall in. He will question the officials of the Bradley company on this point.

Thousands Crowd to Place.

The news of the disaster spread through the neighborhood like wildfire, and thousands of persons, drawn from their evening promenade on the half holiday, swarmed to the place. So great became their numbers that Inspector Cahalane sent in calls for the reserves from the East 88th and East 104th street police stations, making a total of more than three hundred policemen on hand.

Even with this force at his command, Cahalane found it hard work to keep the excited thousands from encroaching upon the walled off space about the mouth of the tunnel. From the windows of apartment houses on both sides of Lexington avenue, and even from the roofs, men, women and children looked down upon the yawning mouth of the excavation and strove to see the crushed and maimed bodies as they were lifted from the depths in the steam shovels.

Almost simultaneously with the arrival of the police reserves and the firemen half a dozen ambulances from Flower Hospital appeared at the scene, the white coated surgeons leaping from the tailboards and jumping into the steam buckets.

Robert Ridgway, chief engineer of the Public Service Commission, District No. 1, was one of the first to enter the tunnel. He made a special investigation, with a view to determining the responsibility of the contracting company. General Superintendent Waller of the Bradley company was also lowered into the excavation and assisted in directing the work of his men.

In spite of the great number of rescuers at work in the tunnel it was found impossible to so much as budge the immense boulder under which at least six of the laborers met their death. It is believed the only way the rock can be moved is by blasting, and this is regarded as hazardous, in view of the condition of the rock formation in the excavation.

Death List Not Known.

Reports as to the number killed and injured varied so greatly last night that it was impossible to get an accurate estimate. Latest reports, however, were to the effect that the first three bodies taken to the East 81st street station were those of a negro, forty years old, with a brass check numbered 775, and the bodies of two Italians, about forty years old, with the check numbers 1,021 and 1,024 in their pockets.

The two men in Flower Hospital are: Doyle, Daniel, twenty-eight years old, of Valhalla, N. Y.; a driller, fracture of both ankles and possible internal injuries.

Fallon, Joseph, thirty-five years old, driller, 35th street and Second avenue; internal injuries.

Patrolman Daniel Lawlor, of the East 81st street station, was standing in the street on Lexington avenue, between 56th and 57th streets, shortly before 6:30 o'clock, when he says he was startled by a loud blast. A few moments later he heard shouts and screams coming from the mouth of the tunnel shaft, and saw several laborers swarming out of the tunnel.

Lawlor and Patrolman Gorman ran to the shaft, jumped into the steam bucket, and were lowered to the tunnel bedrock, eighty feet below. There are two levels in the tunnel, the upper one for local trains and the lower one for express trains. According to Lawlor, the ceiling of the lower level had collapsed, bringing down a mass of rocks, beams and dirt forty feet in thickness.

Heard Screams in Darkness.

From this pile of debris Lawlor and Gorman could hear the screams of wounded men, but they could do nothing unaided, so they gave the signal to be hoisted to the surface again. Lawlor then sent in emergency calls.

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to Flower Hospital and communicated with his precinct.

Inspector Cahalane, who was at his home when the call came for the reserves, came to the station house in an automobile and hastened to the scene of the cave-in. Seeing the extent of the accident and the hastily gathering crowds he ordered out the reserves from the East 67th, East 88th and East 104th street precincts on the double quick.

With these forces, Cahalane so distributed his men as to form a complete and impregnable square about the entire neighborhood. All street-car traffic was cut off, north and south bound, on Lexington avenue, and then the work of rescue was begun.

Forty men were at work in the shaft, known among engineering men as "Shaft No. 8." A majority of the laborers were working the hand drills, used to break the rock away from the roof and walls of the tunnel. Others were working with the hand cars and were taking the rock away to the bottom of the shaft, where it was hoisted to the street.

Survivors Are Silent.

It is not known just how soon after the last blast the rock began to give way, but that it must have fallen with a single rush seems evident, owing to the fact that so many of the laborers were caught beneath the great boulder. None of those who escaped could or would make any statement as to what happened in the tunnel. Officials of the construction company were on the scene within a few minutes after the cave-in and their presence seemed to have a restraining effect on the tongues of their employees.

Mr. Ridgway, of the Public Service Commission, who descended into the shaft as soon as he was told of the accident, made a statement to newspaper men when he reappeared on the surface. Through James B. Walker, assistant secretary to the commission, he said the cave-in was not directly due to a blast.

The rock at that point, according to Mr. Ridgway, is of a treacherous nature and was supported by timbers over the tunnel for the express trains. These timbers broke and gave way, dislodging a section of rock about twenty-five feet in length, which fell on the workmen.

Concussions from the blasting that had been going on before probably loosened the rock, according to Mr. Ridgway, but in his opinion no blast had immediately preceded the falling in of the rock.

Coroner Holtzhauser and a man named Bennett, who represented himself as coming from the claim department of the Bradley company, became involved in a heated argument as to the removal of the bodies of the dead. Bennett insisted that they be left by the shaft opening until each had been identified, but the Coroner dissented from this view, and said the bodies should be removed as fast as recovered to the East 81st street station house.

The two men got so excited that for a moment it looked as though blows would be exchanged. Holtzhauser finally threatened to arrest Bennett, and the latter subsided for a few minutes.

This Tells the Tale

Whether Dr. Pratt's "Lifting" operations will help YOU or not, try it on yourself first. See exactly what it will do for you—



Try It On Your Own Self! It Removes the "Sag" at Once! In this modern day "a neglected face is woman's worst enemy"—man's too.

If YOUR face is beginning to "sag" out of shape, have it attended to and retain your prestige and good LOOKS. See Dr. Pratt personally or write him for particulars. 1122 Broadway, New York.

TO-DAY'S SPECIAL OFFERINGS IN THE LEADING STORES.

New-York Tribune

Full announcements appear in the advertising columns of this issue of The Tribune. Read Them.

Cut out this list and carry it with you. It will save you many weary steps, many hours and much annoyance. Questions will be gladly answered if addressed to Woman's Dept., Room 910, Tribune Building.

FROM ANNOUNCEMENTS IN TO-DAY'S ISSUE.

ABRAHAM & STRAUSS, Brooklyn, announce a sale of women's tub dresses and men's and boys' shirts at 39 cents.

AEOLIAN HALL, 34 West 43d st., advertises their Strand Pianola piano, now being sold at \$550.

ALTMAN, B. & CO., 34th and 35th sts. and Fifth ave., are having sales of women's summer blouses, house gowns, porch dresses, silk petticoats and long coats. There will also be sales of American wilton rugs and couch hammocks.

BLOOMINGDALES', Lexington ave. to Third ave., between 59th and 60th sts., announce a sale of notions, window screens, lawn hammocks, crex grass rugs, matting, utility boxes, refrigerators and cedar chests.

BRYANT LANE, No. 26 West 35th st., announces a continued sale of maternity garments.

GIDDING, J. M. & CO., Fifth ave., 46th and 47th sts., begin a sale of women's fashionable suits at half price, demure costumes, smart cloth tailor-made suits, exclusive calling gowns and bridg- and trotteur frocks.

GREENHUT-SIEGEL COOPER COMPANY, Sixth ave., between 18th and 19th sts., beginning to-morrow morning, will undertake all articles in all their departments, and have sales of lace curtains, furniture, rugs, upholsteries and dinner sets.

MACY'S, Broadway, between 34th and 35th sts., advertise a sale of handkerchiefs, novelty silks and embroideries, and nautical band garnitures, dress fabrics, curtains and floor coverings.

A summary of the special offerings of the leading stores will be published every Sunday and Monday in The New-York Tribune under the above heading.

BIG ACCIDENTS IN SUBWAY CONSTRUCTION

Six killed, Grand Union and Murray Hill Hotels, damaged by explosion in tunnel at 41st street and Park avenue, January 27, 1902.

Three residences cave-in at Park avenue and 35th street, March 22, 1902.

Four drowned in caisson, East River tunnel, January 16, 1906.

Eighteen overcome by gas in New York & New Jersey Railway tunnel, May 2, 1906.

One killed, three injured in Brooklyn tube, September 30, 1906.

Three killed in Long Island City tube, October 11, 1906.

Two killed in subway cave-in, Fourth and Atlantic avenues, Brooklyn, December 28, 1911.

One killed in subway excavation, Lexington avenue, near 57th street, March 12, 1912.

utes, but still insisted he would not permit the bodies to be removed from the scene.

This further aroused the Coroner's ire, and he announced that as soon as the patrol wagons could remove the bodies his instructions would be carried out. When it was pointed out to Bennett that the Coroner is supreme in such emergencies and that his word is law above everybody else's, he submitted.

Newspaper reporters and photographers found it extremely difficult to get near the scene of the cave-in after the officials of the Bradley company got there. The latter did their utmost to prevent flashlights of the cave-in to be taken, and refused point blank to talk to representatives of newspapers.

Coroner Holtzhauser's statement as to the cause of the accident was ridiculed by H. M. Wood, chief of the claim department of the Bradley company, who was busy investigating the disaster himself. Mr. Wood said that while he was in no position to make an official statement, as he had arrived only a few moments before, he did not see how the Coroner could make the statement he did, as it was nothing more than the utterance of a densely ignorant man. Later in the night, Mr. Wood said, he would probably issue a fuller statement.

The men whose bodies are still believed to be pinned beneath the rock

are:

Callendar, John; a driller.

Fagan, Daniel; a driller.

Green, John; a driller.

Joye, Patrick, of No. 1635 Lexington avenue, the heading boss.

Lieutenant Owen Egan, of the Bureau of Combustibles and an expert in all varieties of explosives, was one of those who descended to the bottom of the shaft, with a view to determining the cause of the accident. When he returned to the surface he would not disclose the result of his investigations.

The scenes in the tunnel were often pathetic. Men terribly wounded and half crazed by the pain they endured begged some of the ambulance surgeons to put them out of their misery. Dr. Markham, of Flower Hospital, said he was crawling along the tunnel bed on hands and knees, endeavoring to reach some of the imprisoned men, when he stumbled across the right arm of one of those pinned under the rock.

As he was passing by, thinking the man must be dead, the injured laborer stirred and twisted his head half way around, so he could see the physician.

"Say, doc, for God's sake, hit me on the head with something and put me out of this. I can't stand the pain. Do it, please—anything is better than this," the man begged, turning his eyes toward the surgeon.

Dr. Markham bent down and injected

a strong dose of morphine into the man's leg, relieving him temporarily from his agony.

Other cases were found where laborers, their bodies so badly crushed they could make no move to help themselves, begged the surgeons to kill them. It was impossible to extricate some of those thus held prisoners by

the fallen rocks and beams, but every thing possible was done to ease their pain.

It is not believed possible to get at the bodies of the men now under the rock until this afternoon, at least. The rock will have to be blasted, and this cannot be done until the necessary apparatus can be installed.

POLICE DRIVE MORBID MOB FROM SCENE OF DISASTER

Thousands of persons pressed about the shaft opening when the removal of the bodies began, but if there were any friends or relatives of the dead men eager to learn of the fate of the workers they were lost in the crowd of curiosity seekers. So eager were the spectators to catch a glimpse of the ghastly burdens the buckets bore up to the street level that they impeded the work of the men recovering the bodies. The police soon took a hand and drove back the onlookers to a distance of more than a block on every side of the shaft. Those in vantage points were loath to go, and the policemen had to draw their clubs to make them get back.

Chief Engineer Ridgway decided that there was no danger in permitting the cars to go ahead, and passengers on the Lexington avenue line were carried within a few feet of the spot where the bodies were being taken out. As each body was brought to the surface the word was passed around among the crowd and a fresh rush to get near the shaft would follow. Those in the passing cars saw a bit too well, and often as the buckets swung aloft there would be screams from passengers who would turn away until the ghoulish point was passed.

The three Catholic priests, who were among the first to go down the shaft, Fathers McQuade, McCormick and Donovan, made repeated trips as access was gained to new victims of the disaster. The rescue gangs worked furiously at their task of clearing the debris. In the grim and heat even the most members of the rescue force dropped to the ground from sheer exhaustion, only to go back to their work again after a few minutes' respite.

As the bodies were taken out of the shaft they were put in ambulances and taken to the East 81st street station. The drivers often had hard work to get

through the press which blocked their way.

At the station where the bodies were taken for identification more than five hundred crowded in to view them. One or two looked closely and then shuddered, laughed or wept, as the case might be, but whatever their emotion, it was tempered with joy, for the dead were not theirs. The vast majority, however, were greedy-eyed seekers of sensation, and the police soon took a hand and allowed no one in the station unless he could give a reason why he should be permitted to see the bodies.

Officials in charge of the blasting said that a long interval—three-quarters of an hour, perhaps—had elapsed between the blast and the accident. Many people in the neighborhood disputed this statement, however, saying that the accident occurred not more than five minutes after the blast.

NEARLY DROWNS IN AIR

Watchman Hangs by Trousers
with Head in Water.

With his head under water and one of his trousers legs caught on a spike on the New England Navigating Company's pier, at North First street, Williamsburg, Owen Casey, a watchman, sixty-five years old, narrowly escaped drowning in the East River early yesterday morning.

When Casey fell off the pier his trousers caught and held fast. Peter Nolan, another watchman, and Charles Hansen, of the barge Queen, went to his rescue. It took some time before they discovered Casey, however, and when they did they expected he was drowned.

Casey was unconscious, but revived after being well rolled on a barrel. He was attended by Dr. Cohen, of the Williamsburg Hospital, and taken home.

"Everybody's Going to THE BIG STORE"

June Clearance Sales

Begin Tomorrow Morning Extraordinary Underpricing in All Departments

Summer merchandise of every description and in immense quantities will be marked at the lowest prices since our sale of a year ago.

Of course, in the space of this advertisement, it is impossible to more than hint at a fraction of the bargains scheduled.

(And, remember please, that very often the biggest values are not advertised at all because of limited quantities.)

Of Course, the Big Store Will Be Closed on Independence Day

But in addition, to make a "worth-while" holiday for our employees,

We Shall Also Be Closed the Following Day

SATURDAY, JULY 5TH, thus giving our employees a 3-day week-end holiday.

We make this early announcement so as to give our patrons ample time to do their shopping in advance.

Greenhut-Siegel Cooper Co.

GREENHUT BUILDING

Oil Paintings Reduced

Mostly Imported Pictures

Interior Scenes by Sorkan—regularly \$195; at... \$100

Pictures by McColoni—regularly \$59; at... \$39.50

"Kittens" by La Rose—regularly \$85; at... \$59

Interior by Herrault—regularly \$350; at... \$195

"Musician" by Arbalst—regularly \$225; at... \$125

"Minuet" by Baston—regularly \$85; at... \$45

Figures by Fritz—regularly \$89; at... \$59

Dining Room Painting by Von Dess Dach—regularly \$55; at... \$60

Interior by Sorkan—regularly \$137; at... \$90

"Cattle" by Corrient—regularly \$50; at... \$17

Landscape by H. Sallier—regularly \$50; at... \$40

Landscape by H. R. Edgar—regularly \$85; at... \$60

Many Other High-Grade Paintings Greatly Reduced.

(GREENHUT Building, Main Floor.)

GREENHUT BUILDING

Furniture Clearance

Economies that will appeal strongly to hundreds of readers of this newspaper—and to their friends as well.

Extension Tables
Regular Price Sale Price
\$36.00 Golden Oak... \$27.50
\$43.50 Golden Oak... 30.50
\$48.50 Golden Oak... 39.00
\$27.50 Mahogany... 22.00

Parlor Suits
Regular Price Sale Price
\$127.00—5-piece... \$90.00
\$140.00—5-piece... 95.00
\$72.50—3-piece... 60.00
\$46.50—3-piece... 39.00

Mission Furniture
Regular Price Sale Price
\$26.00 Fumed Oak Chair... \$22.00
\$20.00 Fumed Oak Rocker... 13.75
\$7.50 Fumed Oak Rocker... 6.50
\$8.50 Fumed Oak Settee... 6.75

Leather Rockers
Reg. Price Sale Price
\$50.00... \$42.50 \$28.00... \$23.50
\$31.50... 24.00 25.00... 20.00

Dressers
Regular Price Sale Price
\$37.00 Maple... \$32.50
\$50.00 Walnut... 42.50
\$60.00 Mahogany... 45.00
\$52.50 Mahogany... 39.00

Cretone Furniture
Regular Price Sale Price
\$18.50 Rockers... \$14.25
\$20.00 Rockers... 10.50
\$30.00 Chairs... 22.50
\$19.00 Couches... 15.00

Springs
Reg. Price Sale Price
\$8.50... \$6.75 \$2.00... \$1.70
\$7.75... 5.00 3.25... 2.75

China Closets
Regular Price Sale Price
\$23.00 Mahogany... \$17.00
\$6.00 Fumed Oak... 28.00
\$30.00 Golden Oak... 21.00
\$7.50 Golden Oak... 50.00

Chiffoniers
Regular Price Sale Price
\$23.00 Maple... \$17.50
\$30.00 Maple... 25.00
\$21.50 Walnut... 16.50
\$47.50 Mahogany... 35.00

Buffets
Regular Price Sale Price
\$45.00 Mahogany... \$37.00
\$33.00 Fumed Oak... 29.50
\$43.00 Golden Oak... 38.00
\$48.50 Golden Oak... 40.00

HUNDREDS OF OTHER VALUES EQUALLY GOOD

(GREENHUT Building, Second and Third Floors.)

GREENHUT BUILDING

Lace Curtains & Upholsteries

Choice numbers carefully selected to make this June Clearance a "banner one" as to values.

\$5.50 Marie Antoinette Curtains—approved patterns of this season's production; \$3.50

\$2.75 Lace Panels—mounted on heavy cable-net with Renaissance motifs; \$1.75

\$2.75 Bonnaz Scrim Curtains—large variety to choose from; at... \$1.50

\$2.50 Tapestry and Lin—en Couch Covers—\$1.50

\$3.75 Colored Muslin Bed Sets